

TONOPAH DAILY BONANZA

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MAKE SUMMIT LINE THE BOUNDARY

WHEN Dr. Whitesides of Mineral, pro tem speaker of the house, introduced his resolution calling for the appointment of a commission to meet with a similar body from California to discuss the western metes and bounds of this state, he introduced one of the very few popular measures that have been suggested in the present session of the Nevada legislature. The dividing line between Nevada and California is purely imaginary and ever changing. There are monuments galore erected at various and diverse times by geodetic surveyors and none of them gibe with any other. One of them was once a floating index on the placid surface of Lake Tahoe, where the north and south line changes to northwesterly-southeasterly, but Sam Davis is alleged to have stolen it. At all events it no longer is a menace to navigation on the bosom of the Sierran sea.

Many times the California legislature has had idle moments to care for, and they were utilized by ordering a new survey. Each and every one of these pushed the line farther to the eastward, until scarcely a bubbling spring or stately pine tree escaped. For some reason or other Nevada has always calmly accepted these resurveys, but not the people affected, who were made willy-nilly immigrants into the golden state. They objected strenuously, but the Nevada legislature always turned a deaf ear. Those of us who have lived in or visited Inyo, Mono, Alpine, and eastern Nevada, Sierra, Plumas, Lassen and Modoc counties, those portions where the water flows to the eastward, know that the residents invariably speak of a trip to San Francisco, as "going to California." They are tribute payers to the commonwealth beyond the mountains, but receive no blessings for their tithes, no absolutions for their taxes. Millions of dollars are spent on boulevards, in the Sacramento and San Joaquin valleys, but no roadway is built across the summit. The residents of the region east of the watershed give all and receive nothing and they have grown weary and dissatisfied. Nevada furnishes them their market. Their children are educated here, their interests are Nevada's interests and Nevada's interests are theirs.

It would be an easy matter to rearrange the interstate boundary so that it would coincide with the summit line of the Sierra, and thus give to this state the headwaters of the streams which make its valleys fertile and enable the residents of the eastern slope to be in actuality, instead of merely in heart and impulse, in interest and in assurance, citizens of Nevada. Success to the Whitesides resolution.

BUSINESSLIKE MINE MANAGEMENT

WESTERN mines are being operated upon a commendable business basis to a greater degree than ever before, says the Daily Mining and Financial Record. Investors have become educated to the fact that every Tom, Dick and Harry is not qualified to successfully run a mine; that something more is involved than the mere digging of a hole in the earth. They have learned that mining is as much a profession as law or medicine; and that a mining engineer must acquire an education, reinforced by practical experience, along special lines. No shoe manufacturer, for example, would place an unlettered sailor in charge of his business; nor should a mining company entrust its affairs to equally unskilled management. Yet, in previous years, mining enterprises suffered from just such absurdities.

It is encouraging to note, therefore, a marked change in the methods of handling mining properties. Lately formed companies usually have a sufficiently rich treasury to enable the management to develop their mines as they should be developed. Furthermore, the old-time system of employing a cheap, unqualified man as mine manager has been done away with. That "the laborer is worthy of his hire," if he gets satisfactory results, is the accepted axiom. The right kind of management increases the chances for success in any mining undertaking fully 90 per cent. Better management naturally is producing better results, as is evidenced by constantly recurring reports of rich strikes in mines throughout the entire west, and by the profitable output of low grade properties that are being worked on a scientific basis. Too much importance cannot be attached to the laudable change of policy that permits the mining industry to be developed in an intelligent fashion, since it more fully assures the prosperous future of metal production, besides placing mining in the high position it merits among the really great industries of the country.

ECONOMICS WOULD GIVE PENNY POSTAGE

A GAIN the campaign for one-cent postage has been launched. It is the opinion of Senator Weeks that, even with this reduction, the first-class mail service could be rendered self-supporting if economy were exercised. In his contention, the Bonanza bears witness and has here a single instance to cite to show where economy could best be exercised.

Many of the readers of this paper are in receipt of bulky congressional and other public documents, which are sent out by senators, representatives and department heads. Note carefully when you receive your next consignment and then scan the papers to determine whether or not the weighing season is on. The contracts entered into by the government with the carrying companies, particularly the railroad companies, determine the compensation for the entire year on the basis of the weight of the mail matter carried within a brief period, when all sacks are weighed. By strange coincidence hundreds and thousands of tons of public documents are sent from Washington during this period and the weight during the weighing season is taken as an average for the year, which results in overpaying the carrying companies. There are many other instances that might be cited wherein economies might take place in the postal department. If they were all looked after keenly, penny postage could be made to pay its way and every individual in the United States would be benefited.

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THEY WATCH, BUT DO NOT WAIT

CATTLEMEN from along the Humboldt and elsewhere in the state have flocked to Carson City to "watch" the progress of the compromise tax commission bill. Nor is it to be presumed that they "wait" while they "watch." There is every assurance that they are busy every moment. The cattlemen have a strong organization, with millionaires at its head and a high-salaried agent to represent their interests. They are all men of either wealth or competence, for they are engaged in a business which pays handsomely and which grows more profitable year by year.

Nor are the sheep men suffering from any lack of gains. Wool is bringing a better price this year than last, and then it sold for splendid money, despite the reduction in the tariff. Lambs and muttons are in increasing demand and at appreciated quotations. Horses and mules obtain the best price in history, due to the war, while the relatively small number of swine raised in this state are in strong demand. The livestock men never were more prosperous, nor more grudging in their support of the government. The tax commission is their nemesis, because it has forced them to pay more nearly their pro rata than ever before.

ET TU, MR. DE YOUNG

EVEN that dignified journal, the San Francisco Chronicle, has gone poetry mad, inoculated with the Montrose rables, as it were. The Chronicle advertises for exposition limericks and offers \$20 as a first prize. Ye gods, but isn't that prostitution of genius and divine afflatus! A double sawbuck for the groan of a soul! The "pome" editor of the Chronicle tells his, or her, readers how to compose these limericks and reels one off as a model, incidentally rhyming "wore" with "saw." Even Monte wouldn't have been guilty of such poetical licentiousness.

Will Irwin has been unleashed again and for the third time he is a war dog, scampering across the pond to write news of battles. We will again learn what the war is all about, when it will end and how the map of Europe will look after the treaty of peace is signed.

A reader of the Bonanza writes inquiring if One Lee is the proprietor of a laundry. No, Christine, he is only a state senator.

INTERESTING SIDELIGHTS

At any rate our friend Ridder is getting rid of a lot of bile.—Birmingham News.

The latest rule of the sea is to destroy first and explain afterward.—Washington Star.

Nevertheless a growing gussiegardner makes a pretty serviceable watchdog.—Boston Transcript.

If the first robin doesn't hurry up, the first hock beer sign will get in ahead.—Evening Wisconsin.

The History Research club is right. Washington state history should be taught in the public schools.—Tacoma Ledger.

If bread were to go to six cents in Milwaukee, there might be a still greater demand for pretzels.—Evening Wisconsin.

A good many people will have their first realization of the significance of Washington's birthday when they discover that the banks are closed.—Atlanta Journal.

RUN GAUNTLET OF GERMAN CRUISERS

SPEEDY OILTANKER CARPATHIAN WINS A VICTORY AT LAW

(By Associated Press.)

LONDON, March 3.—The crew of the oiltanker Carpathian have just won a victory at law against the owners of the vessel who tried to escape the payment of a bonus promised by the captain for running the gauntlet of German cruisers in the Atlantic.

The Carpathian was caught in a Texan port at the outbreak of the war. Her crew of seven men refused to sail unless paid risk money. The captain agreed to give them a bonus of \$60 each in addition to their wages. Rumors of German cruisers destroying commerce were then nu-

A dog has some sense, but a cat spends half its time trying to get out of the house and the other half trying to get back in again.—Cincinnati Enquirer.

The reason why a man takes his grouch home with him is because he knows he would get his block knocked off if he stayed down town with it.—Cincinnati Enquirer.

Calling for the mobilization of an army of 1,000,000 volunteers, the Army and Navy Journal splashes too much yellow on its red, white and blue.—Philadelphia Ledger.

And now a 12-cylinder motor car is on the market. Does the manufacturer imagine the auto owners are making a collection of cylinders?—Kansas City Star.

The air of profound thought that wreathes the features of Rodin's "Thinker" is understandable if he's reflecting on where to get a new suit of clothes.—Washington Post.

merous. But the men accepted the risk and the vessel sailed for Rotterdam with a cargo of oil.

Although the ship was loaded with a dangerous cargo, which could be set afire by a shell, the crew agreed, in view of the bonus, to stick to the captain through thick and thin, as they testified in court. The journey was safely made, and at its end the skipper offered the men \$5 each instead of \$60. Thereupon the crew brought suit.

In court the owners, the Petroleum Steamship company, did not deny the allegations of the men and fell back on the technical defense that under the merchant shipping act a seaman is not entitled to wages further than those stipulated in the articles he has signed.

The Morgan collection of Chinese porcelain is worth millions, but a bull or a Zeppelin shell in that china shop would show the meaning of havoc.—Cincinnati Tribune.

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